



# MS07: Site Allocations

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**Hearing Statement  
February 2026**



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## 7. Site Allocations

For each of the sites DPSC1, DPSC2, DPSC3, DPSC4, DPSC5, DPSC6, DPSC7, DPA7 and DPA12

Whether the plan adequately lays the framework for the sustainable development of each site.

### Introduction

- 1.1. The Council has used a sound approach to the selection of the site allocations, through the development and application of a Site Selection Methodology [[SSP1](#)]. The site selection process has been developed to determine the most sustainable and developable sites in accordance with the NPPF, which ensures that the site selection is consistent with the principles of sustainable development and consistent with the NPPF.
- 1.2. In Matters and Issues [[IDJB-05](#)], the Inspector has asked for information on whether the Plan adequately lays the framework for the sustainable development of nine of the proposed site allocations. These sites comprise the three Significant Sites (DPSC1, DPSC2 and DPSC3), the four sites at Sayers Common that will form part of the Sustainable Community at that settlement (DPSC4, DPSC5, DPSC6 and DPSC7), and two of the other proposed housing allocations (DPA7 and DPA12).
- 1.3. Throughout the process of preparing the District Plan and since its Submission for Examination, the Council has continued to engage with site promoters. This has included undertaking site visits, requesting additional information on delivery timescales, master planning work and statements of common ground. This engagement will continue through the plan-making process, pre-application discussions and into the planning application stage.

### *Statements of Common Ground*

- 1.4. The Council has prepared Statements of Common Ground (SoCG) with the site promoters for the proposed Sustainable Community allocations [S1 – S6]. These SoCGs have been produced to support the Examination of the Submission District Plan and set out the overarching vision and key objectives for the development of the Sustainable Communities.
- 1.5. Each SoCG provides additional detail and up-to-date information on the deliverability and anticipated trajectories of the proposed allocations, reflecting the shared understanding and agreement between all parties. All matters contained within the SoCGs may be reviewed or updated as necessary throughout the Examination of the Submission District Plan.

### *Sayers Common Engagement*

- 1.6. As outlined in the Submission District Plan, a number of sites at Sayers Common are proposed for allocation as a Sustainable Community (DPSC3-DPSC7). This will deliver services and

facilities on-site to support sustainable growth. The delivery of the sites and in particular the strategic infrastructure must be carefully coordinated in consultation with all landowners and site promoters in this location. The Council has been working closely with infrastructure providers to ensure a holistic and proportionate approach to infrastructure planning and securing developer contributions.

- 1.7. To support this strategic approach, a Sayers Common Liaison Group has been established. The Liaison Group is led by Berkeley Latimer, the site promoter for the largest site (DPSC3: Land to the South of Reeds Lane) with representatives from the other sites (DPSC4 - DPSC7). The Group provides an open and constructive forum for local councillors, Parish Councils and the Council to share views and exchange information.
- 1.8. These meetings demonstrate the progress that has, and continues to be, made to secure infrastructure in this location, in accordance with the policy requirements of the Submitted District Plan.

#### *Infrastructure Delivery Plan*

- 1.9. Since submission of the District Plan 2021-2039, the Council has continued to engage with infrastructure providers including West Sussex County Council, to capture the latest updates to infrastructure requirements and projects. All updates have been incorporated into the latest iteration of the Infrastructure Delivery Plan (IDP) [IV6], specifically the Schedules contained in Section 7. The changes made since submission primarily relate to education provision, household waste and recycling contributions, and reinforcement of the gas network. Updates featured within the IDP in relation to the proposed site allocations that have resulted in changes since Submission will be captured through proposed main modifications. Developers and site promoters have been kept informed of these changes. The IDP is a live document which will continue to be monitored and updated to help inform infrastructure delivery.

## **Site Allocations**

- **DPSC1: Land to the West of Burgess Hill / North of Hurstpierpoint**
  - **DPSC2: Land at Crabbet Park**
  - **DPSC3: Land to the South of reeds Lane, Sayers Common**
  - **DPSC4: Land at Chesapeake and Meadow View, Sayers Common**
  - **DPSC5: Land at Coombe Farm, Sayers Common**
  - **DPSC6: Land to the West of Kings Business Centre, Sayers Common**
  - **DPSC7: Land at LVS Hassocks, Sayers Common**
  - **DPA7: Land east of Borde Hill Lane, Haywards Heath**
  - **DPA12: Land west of Kemps, Hurstpierpoint**
- 1.10. The following section responds to the Inspector's points (a) to (j) in respect to the above named sites.

1.11. In addition to the individual site allocation policies, the Submission District Plan has three priority themes that promote sustainable development. The three priority themes are supported by 15 strategic objectives which guide the strategy and policies in the Plan. The three priority themes are:

- **Environment:** Protecting and enhancing the natural, built and historic environment.
- **Economy:** Promoting economic vitality.
- **Social:** Ensuring cohesive, safe and healthy communities.

1.12. The site allocation policies and other District Plan policies will provide the framework for the sustainable development of housing allocations. The District Plan policies that will apply to all sites set out the following:

**a) How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation**

- Detailed requirements for urban design are set out in Policy DPB1: Character and Design and the Mid Sussex Design Guide SPD.
- For the Significant Sites, Policy DPSC GEN includes preparation of an allocation-wide masterplan, design code, infrastructure delivery strategy and phasing plan which will be approved by the council.
- Policy DPSC GEN requires an Infrastructure Delivery Strategy to demonstrate that the development will deliver, in a timely manner, sufficient infrastructure to cater for the needs of the proposed development as a whole and also mitigate to an acceptable level the effect of the whole development upon the surrounding area and community. Key elements including shops and transport hubs must be delivered at the earliest opportunity to encourage maximum patronage and long-term success.
- Policy DPSC GEN requires proposals to deliver a layout that prioritises sustainable and active modes of travel, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond.
- Policy DPSC GEN requires proposals to provide, or contribute to, delivery of new inter-urban active travel routes to nearby towns.
- Policy DPSC GEN requires proposals to provide a focal point to the development including a neighbourhood centre, schools, community uses, commercial uses, extra care housing, transport hub.
- Proposals should have regard to the Council's ambitions around integrating the concept of 20-minute neighbourhoods.
- The Council has a Design Review Panel that meets eight times a year. The role of the Design Review Panel is to give independent and professional design advice and evaluation on key planning proposals for application and pre-application schemes.

The aspects covered by the Design Review Panel include architectural integrity, context, environmental performance, character and detail. The Design Review Panel will provide an opportunity for the urban design of the proposed site allocations to be considered at the pre-application and/or planning application stages and for recommendations to be made that will improve the scheme.

- The Council employs an Urban Designer to provide technical and professional comments and advice on the urban design of schemes at the pre-application and application stages.

**b) The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered**

- For the Significant Sites, Policy DPSC GEN includes preparation of an allocation-wide masterplan, design code, infrastructure delivery strategy and phasing plan which will be approved by the council.
- Policy DPSC GEN also supports a vibrant and inclusive community which embodies the local living/20-minute neighbourhood principles of a complete, compact, and well-connected neighbourhood with advanced digital infrastructure, in which people can meet most of their daily needs within a convenient walk or cycle ride.
- In addition, Policy DPSC GEN requires delivery of a layout that prioritises sustainable and active modes of travel, providing safe and convenient routes for walking, wheeling and cycling through the development and linking with existing and enhanced networks beyond and supports the delivery of new inter-urban active travel routes to nearby towns, including those identified in the West Sussex Walking and Cycling Strategy 2016-2026.

**c) The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided**

- Relevant infrastructure policies including DPI1, DPI2, DPI5, DPI6 and DPI7 within the Submission District Plan relate to the provision of infrastructure and how developer contributions are to be secured and collected.
- The Infrastructure Delivery Plan (IDP) [[IV6](#)] sets out the infrastructure requirements for each site.

**d) The implications for access to retail and employment centres**

The District Plan sets out a clear economic vision and strategy which includes a suite of policies relating to the economy (DPE1 to DPE9). Policy DPE1: Sustainable Economic Development sets the overarching framework, by encouraging high value employment, supporting existing businesses, promoting inward investment and seeking appropriate

infrastructure to support growth. Delivery of this is also supported by the Council's Sustainable Economy Strategy [ED6]. The Employment Topic Paper provides the context and more detail [MS-TP3].

The site selection process includes an assessment of accessibility factors [SSP1, Appendix 1]. There are criteria for the availability of public transport, access to main service centre, distance to primary school, distance to health centre or GP surgery, and distance to local convenience retail. This enables information about the proximity of sites to local services to be considered during the site selection process, enabling the most sustainable sites, or those capable of becoming sustainable are selected for allocation.

The Significant Sites (DPSC1, DPSC2 and DPSC3) are of a scale that will deliver retail and employment facilities on site. The Council's ambitions for integrating the concept of the 20-minute neighbourhood into the design and layout of the sites should mean that there is good access to local retail and employment centres within a short distance from home.

**e) The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures**

- Policy DPC1: Protection and Enhancement of the Countryside requires development proposals to demonstrate they are informed by landscape character. There are various sources of information to draw on that describe landscape character including those set out in Policy DPC1 and the Mid Sussex Landscape Character Assessment [ENV18].
- In accordance with Policy DPC1, a Landscape and Visual Impact Assessment (LVIA) will inform the site design, layout and any mitigation measures.
- In accordance with Policy DPC1, a Landscape Strategy will identify how the natural features and characteristics of the site have been retained and incorporated into the landscape structure and design of the site and how they have informed the landscaping proposals for the site.
- Appropriate landscaping will be important in the site design and suitable planting species should be used in accordance with Policy DPN4: Trees, Woodland and Hedgerows and other relevant guidance.
- Since hedgerows are a key characteristic of the Low Weald and High Weald landscapes, hedgerow boundaries could be considered instead of brick walls or fences; hedgerows are an important habitat for flora and fauna including acting as wildlife corridors, and hedgerows also play an important role in mitigating the effects of climate change by storing carbon and providing shade.
- Development of the site should respond to and incorporate existing, and provide new, green and blue infrastructure into the design and layout in accordance with Policy DPN3: Green and Blue Infrastructure.

- Policy DPC2: Preventing Coalescence seeks to prevent coalescence that could harm the separate identity and amenity of settlements and which could have an unacceptable urbanising effect on the area between settlements.
- As part of the evidence base, there is an assessment of the impact of the SHELAA sites on the High Weald AONB [ENV6], an assessment of major development in the High Weald AONB [ENV7] and an assessment of the impact of the SHELAA sites on the setting of the South Downs National Park [ENV8]. All these assessments include recommendations for how development could be designed to respond appropriately to the protected and valued landscapes in the district.

**f) The protection of wildlife and biodiversity and opportunities for enhancement**

- Relevant policies include DPN1, DPN2, DPN3 and DPN4 within the District Plan and these set out the approach to the natural environment and green infrastructure.
- Mandatory biodiversity net gain (BNG) applies to the development of each site. A minimum 10% BNG will be required in accordance with legislation but the Council will encourage higher levels of BNG. The process for BNG is set out in legislation and national policy and guidance and Policy DNP2: Biodiversity Net Gain. Should any off-site BNG be required, the Council would encourage this to be within the district.
- In addition to protecting existing biodiversity by retaining features of interest, biodiversity enhancements should be integrated into the design of the scheme. This could include features such as swift bricks, hedgehog highways and native wildflower planting with nectar- and pollen-rich flowers. Policy DPN1: Biodiversity, Geodiversity and Nature Recovery provides further detail as will the Local Nature Recovery Strategy.
- The West Sussex Local Nature Recovery Strategy<sup>1</sup> (LNRS) is scheduled to be published in the next few months. This strategy sets out the main principles, priorities and actions for nature recovery in West Sussex.

**g) The protection of heritage assets**

- Development of the site should be in accordance with legislation and national policy and guidance as well as relevant policies in the Plan such as DPN5, DPB2 and DPB3. This includes taking appropriate action and including suitable mitigation should any heritage assets or archaeology be discovered during site survey work or construction.
- In accordance with Policy DPB2: Listed Buildings and Other Heritage Assets, as part of the masterplan considerations and design process for the site, an assessment will need to be made of other (non-designated) heritage assets within or in proximity

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<sup>1</sup> <https://sussexnaturerecovery.org.uk/>

to the site. This includes identifying opportunities for incorporating them into the design and layout of the site as well as the potential for enhancement.

- The site selection process provides a summary of the heritage criteria and the assessment of the site [[SSP1](#)].
- The Council employs a Conservation Officer who provides technical and professional comments and advice on heritage matters during the plan-making process and at the pre-application and application stages.

**h) The funding and delivery of necessary infrastructure and other necessary mitigation measures**

- Relevant infrastructure policies including DPI1, DPI2, DPI5, DPI6 and DPI7 within the Submission District Plan relate to the provision of infrastructure and how developer contributions are to be secured and collected.
- The Infrastructure Delivery Plan (IDP) [[IV6](#)] set outs the infrastructure requirements for each site.

**i) The position regarding the existing condition of the site and its deliverability**

- See the individual site allocation tables below.

**j) Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory**

- With regards to densities and yield of sites, these are initially considered at the point of inclusion on the Council's SHELAA. Depending on the site's location and local character a density of 30, 40, 50 or 50-100 dwellings per hectare is applied to establish a 'standardised yield'. A 'developer yield' may also be recorded if provided as part of the site's submission. A final 'allocation yield' reflects the outcome of the site selection process and ongoing master planning work undertaken by the site promoter.
- See the individual site allocation tables below.

1.13. The site promoters have provided additional technical detail to support the proposed allocations. These documents are referenced in the site allocation tables below where relevant. The documents are not necessarily endorsed or supported by the Council at this stage, matters such as design and layout will be for determination at the planning application stage. However, these documents evidence the work undertaken by developments/promoters to demonstrate that a site is developable. The supporting documents provided by the site promoters can be found in the [District Plan Site Allocation Evidence Library](#).

1.14. In addition to the above, the following tables set out the site-specific requirements for the development of each site.

## DPSC1: Land west of Burgess Hill / North of Hurstpierpoint

Settlement:	Submission Yield:	Updated Yield:
Burgess Hill	1,350	N/A
Progress since Submission:		
Statement of Common Ground between Mid Sussex District Council and Thakeham Homes Ltd. (February 2026) [ <a href="#">S3</a> ]		
<p><b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation</p>	<ul style="list-style-type: none"> <li>The site promoter has provided a <a href="#">Vision Document</a> (December 2023) which includes an emerging site masterplan. This shows how the site could be delivered to take account of good urban design principles including net zero homes, active travel measures and blue and green infrastructure.</li> </ul>	
<p><b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered</p>	<ul style="list-style-type: none"> <li>Policy DPSC1 requires a transport mobility hub close to / within the Neighbourhood centre with public transport connections and co-location of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point.</li> <li>Policy DPSC1 also requires a layout which prioritises active and sustainable travel connections throughout the site linking to Burgess Hill town centre, with potential to support delivery of a shared active travel route with other allocated sites at Sayers Common, and links to employment uses centred around the A2300 and the strategic allocation of Brookleigh to the north.</li> <li>Policy DPSC1 also requires integrating green travel corridors for active travel throughout with links to the ‘Green Circle’, exploiting potential for High Hatch Lane as a pedestrian/cycle priority Quiet Lane, and integrating and enhancing the existing PRow which cross the site.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site, including sustainable transport measures, physical capacity interventions and safety interventions, and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> <li>• A mobility strategy has been prepared by the site promoter which sets out the potential mobility strategy for the site including active travel measures, bike schemes, bus services and car clubs etc. The mobility strategies pull together elements that are included in the IDP, e.g. sustainable transport / active transport measures to assist with the creation of sustainable communities.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC1 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers (set out in paragraph 1.9 above), the items listed below reflect the <b>latest</b> infrastructure required for DPSC1 in relation to Education, Health and Community Facilities<sup>2</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Developer direct provision of land for on-site 1x 2FE primary school with attached Special Support Centre.</li> <li>• Developer direct provision of land for on-site 90 place early years nursery.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> <li>• Financial developer contributions towards Secondary School provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> <li>• Developer direct provision of Extra Care Housing.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of a tier 7 self-service library within a community building and a financial contribution of £100,000 for equipment.</li> </ul>

<sup>2</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC1.

	<ul style="list-style-type: none"> <li>• Developer direct provision of community rooms within the Neighbourhood Centre.</li> <li>• Developer direct provision of allotments.</li> <li>• Developer direct provision of street design and public realm, including local signage, traffic calming, footway lighting, litter and dog bins.</li> <li>• Developer direct provision of PRow and cycle tracks, including retention and enhancement of existing PRow through the site.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• The site is adjacent to Burgess Hill which is a Category 1 settlement (defined as a ‘settlement with a comprehensive range of employment, retail, health, education leisure services and facilities. These settlements will also benefit from good public transport provision and will act as a main service centre for the smaller settlements.’).</li> <li>• Due to its location adjacent to Burgess Hill, it enables future residents of the site to access the nearby retail and employment centres, in addition to the new on-site provision which will provided through the development, which will meet day to day needs.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, including the shared active route from Sayers Common to Burgess Hill station, will assist in facilitating access to these centres.</li> <li>• The site is also in close proximity to several existing employment sites and employment allocations within the adopted District Plan and the Sites Allocations DPD, including SA9: Science and Technology Park.</li> <li>• Policy DPSC1 requires on site provision of a neighbourhood centre to meet day to day needs including a range of uses such as a shop, cafe and/or restaurant; self-service library, co-working space, open space/play space/village green, community orchards and community allotments.</li> <li>• The site promoter has provided a <a href="#">Vision Document</a> (December 2023) which includes an emerging site masterplan. This shows a neighbourhood centre in the centre of the site. The Vision Document explains that a new community shop and café will be built at the heart of the community and flexible workspaces together with community floorspace will also be included within the site.</li> </ul>
<p><b>e) Appearance and character:</b></p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and</li> </ul>

<p>The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<p>southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>3</sup>.</p> <ul style="list-style-type: none"> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include the restoration of grassland and woodland, woodland and hedgerow restoration and connectivity, river restoration, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• Of particular relevance is the nearby Burgess Hill Green Circle to the east of the site, which is an important green infrastructure asset and used for informal open space. There are opportunities for the site to integrate green travel corridors that link to the Burgess Hill Green Circle as set out in Policy DPSC1, and this could help with retaining important landscape character attributes.</li> <li>• The site promoter has provided a <a href="#">Vision Document</a> (December 2023) which includes an emerging site masterplan. The Vision Document explains that the masterplan is led by ecology and landscape, which the site promoter considers it ‘means that the new community is framed within an existing and enhanced landscape setting of green and blue corridors prioritising biodiversity and active travel routes’. The Vision Document continues to explain there is a landscape-led approach to placemaking which involves ‘incorporating the existing natural assets, as well as protecting landscape views, to create a carefully considered development which integrates naturally into the wider landscape and enhances local connectivity’. The District Plan policies seek to ensure this vision is achievable.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b></p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>4</sup> indicates that this site may have opportunities to enhance ancient woodland, create new woodland, re-</li> </ul>

<sup>3</sup> <https://nationalcharacterareas.co.uk/low-weald/>

<sup>4</sup> <https://sussexnaturerecovery.org.uk/>

<p>The protection of wildlife and biodiversity and opportunities for enhancement</p>	<p>naturalise rivers and floodplains, provide buffer strips along rivers and streams, and create new wildlife corridors. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</p> <ul style="list-style-type: none"> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPSC1 sets out the key requirements. These include addressing any impacts for ancient woodland, using SuDS to deliver biodiversity enhancements and opportunities for river restoration.</li> <li>• The site promoter has provided a <a href="#">Vision Document</a> (December 2023) which describes the creation of nature-rich places by protecting valuable existing habitat, enhancing existing habitats through good management practices, and creating new biodiverse habitats.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within the site but there are listed buildings in close proximity to the site. Policy DPSC1 requires the site design and layout to be informed by a Heritage Statement and for the proposals to preserve or enhance the setting of the nearby Grade II listed buildings at North End Farm to the west, The Sportsman Inn to the north and Kent’s Farm House to the south of the site.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC1 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the <b>latest</b> other infrastructure required for DPSC1 beyond the response set out in answer to c) above<sup>5</sup>:</p>

<sup>5</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC1

#### Transport

- Developer direct on-site provision of sustainable transport measures and provision
- Developer direct on-site provision of active travel improvements
- Developer direct on-site provision of public transport improvements linking to key destinations
- Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites
- Developer direct on-site provision of highway works
- Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route
- Financial developer contributions towards improvements to cycle storage and access at Burgess Hill Station
- Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions

#### Emergency Services

- Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.
- Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.

#### Open Space, Sport, and Recreation

- Developer direct provision of 3 LEAP (400sqm each)
- Developer direct provision of other outdoor provision such as bike track, skatepark
- Developer direct provision of informal outdoor space including community orchards
- Financial developer contributions towards the expansion/enhancement of outdoor sports vicinity of the site where not met on-site

#### Utility Services

- Developer direct provision of foul water infrastructure and pumping station(s)
- Developer direct provision of sewerage network upgrades
- Developer direct provision of reinforcement of the Gas Network

	<ul style="list-style-type: none"> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agricultural use, outdoor amenity and open spaces and dwellings.</li> <li>• All of the land parcels within the site boundary are in Thakeham’s control and are available for development and all landowners are committed to facilitating the delivery of the proposed development as identified in the agreed Statement of Common Ground between Thakeham and MSDC (February 2026). [<a href="#">S3</a>]</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• As part of the Council’s ongoing engagement with Thakeham, a site-specific housing trajectory has been developed and kept under review. Thakeham’s housing trajectory has informed the Council’s submitted trajectory [<a href="#">H8</a>] and the SoCG [<a href="#">S3</a>]. Thakeham provided an anticipated delivery programme, including phasing for site enabling infrastructure and off-site highway improvements, and the number of outlets envisaged across the site’s build out.</li> <li>• Thakeham anticipate three outlets. Over eight years this would deliver an average of 56 dwellings per annum (dpa). Annual completions above 200 dwellings are anticipated in years 2033/34, 2034/35 and 2035/36 due to the bulk completions associated with the delivery of extra care facility.</li> <li>• The Council has sought to benchmark Thakeham’s position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. For build out rates, the Council currently only has local data for developments up to 999 dwellings. The average build out rate for developments between 400 and 999 dwellings is 47dpa<sup>6</sup>. At their peak, annual completions of over 100 dpa have been achieved.</li> <li>• In the absence of local examples for developments over 1,000 dwellings, the Lichfields report <i>Start to Finish (3<sup>rd</sup> Edition)</i> provides similar data at a national level. Lichfields conclude that, for developments of between 1,000 and 1,499 dwellings, the mean build out rate is 90dpa. The Lichfields report also states that the average</li> </ul>

<sup>6</sup> For the significant sites, Brookleigh is the only recent development of a similar scale. Whilst the residential phases are delivering completions the site is relatively early in its construction, the site’s full potential annual output is yet to be realised.

annual completions for a site with three outlets 164 dwellings. The Council therefore considers that the proposed build out rates are realistic.

- The Council's housing trajectory indicates completions being delivered on DPSC1 from year 6, with the last year of completions being anticipated in year 13. First completions in year 6 allows four years from receipt of a planning application. From the Council's own analysis of local development lead in times, the average number of years from receipt and first completions is just over four years. The Council therefore considers that the proposed lead in times are realistic.
- As set out in Section 4 of the [MS-TP2](#) and the Council's response to Matter 2 [[MS02](#)], the Council takes a precautionary approach within its own housing trajectory assuming the first year of completions for the three significant sites in year 6.

## DPSC2: Land at Crabbet Park

Settlement:	Submission Yield:	Updated Yield:
Copthorne	1,500 (within Plan period)	1,950 (within Plan period)
<b>Progress since Submission:</b>		
<p>Statement of Common Ground between Mid Sussex District Council and Wates Developments (February 2026) [<a href="#">S4</a>]            Statement of Common Ground between Mid Sussex District Council and Slingsby Property Group (February 2026) [<a href="#">S5</a>]</p>		
<p><b>a) Urban design:</b>            How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation</p>	<ul style="list-style-type: none"> <li>The site promoter has provided a <a href="#">Vision Document</a> (October 2022) and Framework Masterplan [<a href="#">S4</a>] (January 2026) which includes an emerging site masterplan. This shows how the site could be delivered to take account of good urban design principles including net zero homes, active travel measures and blue and green infrastructure.</li> </ul>	
<p><b>b) Transport:</b>            The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered</p>	<ul style="list-style-type: none"> <li>Policy DPSC2 requires a transport mobility hub located close to/within the neighbourhood centre with public transport connections with co-location of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point.</li> <li>Policy DPSC2 requires a layout which prioritises active and sustainable travel connections throughout the site: a) To improve sustainable transport routes to Three Bridges train station, Crawley Town Centre and areas of employment centre including links to the Worth Way, and b) Integrating green travel corridors for active travel throughout the site, including the potential for Old Hollow to be used by non-vehicular modes of travel/ creation of a ‘Quiet Lane’.</li> <li>Policy DPSC2 requires integration and/or enhancement of the existing PRowS that cross the site, reflecting their purpose within the overall scheme, and maximise opportunities to improve connections beyond the site.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site, including sustainable transport measures, physical capacity interventions and safety interventions, and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> <li>• A mobility strategy has been prepared by the site promoter which sets out the potential mobility strategy for the site including access to car club vehicles, electric vehicle charging, bicycle hire and repair, access to public transport services, parcel drop and storage and sustainable travel display screen equipment. The mobility strategies pull together elements that are included in the IDP e.g. sustainable transport / active transport measures to assist with the creation of sustainable communities.</li> <li>• The site promoter has provided a Framework Master Plan (January 2026) [S4] which includes an emerging site masterplan. This shows a mixed-use village centre in the centre of the site which will include retail, employment, leisure, later living and a mobility hub.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC2 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPSC2 in relation to Education, Health and Community Facilities<sup>7</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Developer direct provision of land for on-site all-through school with 2FE at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Developer direct provision of land for on-site 130 place early years nursery.</li> <li>• Developer direct provision of land for on-site SEND school with up to 120 spaces.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul>

<sup>7</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC2

	<ul style="list-style-type: none"> <li>• Developer direct provision of Extra Care Housing.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of a tier 7 self-service library within a community building and a financial contribution of £100,000 for equipment.</li> <li>• Developer direct provision of community building (500sqm) with associated car park.</li> <li>• Developer direct provision of allotments.</li> <li>• Developer direct provision of public seating.</li> <li>• Developer direct provision of street design and public realm, including local signage, traffic calming, footway lighting, litter and dog bins.</li> <li>• Developer direct provision of PRow and cycle tracks, including retention and enhancement of existing PRow through the site.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• The site is located close to Crawley which provides numerous employment opportunities at Manor Royal Industrial estate and Gatwick Airport and retail opportunities in Crawley Town centre.</li> <li>• There are also a number of recently implemented employment allocations at land north of the A264 at junction 10 of M23, Copthorne and Brighton Road, Pease Pottage.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to these centres.</li> <li>• Policy DSC2 requires provision of a neighbourhood centre with a range of community facilities including library, retail, employment and potential healthcare uses. The provision of a neighbourhood centre with these uses will enable the day-to-day needs of future residents of the site to be met.</li> <li>• The site promoter has provided a Framework Masterplan (January 2026) [S4]. The Masterplan explains that a village centre is proposed at the heart of the development as a community ‘anchor’, with retail, employment and leisure opportunities.</li> </ul>

<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the High Weald National Character Area (NCA 122). Natural England describes the High Weald NCA as encompassing ‘the ridged and faulted sandstone core of the Kent and Sussex Weald. It is an area of ancient countryside and one of the best surviving medieval landscapes in northern Europe.’<sup>8</sup></li> <li>• The site is within the setting of the High Weald National Landscape (Area of Outstanding Natural Beauty).</li> <li>• Considering the landscape attributes of the High Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include the restoration of grassland and woodland, woodland and hedgerow restoration and connectivity, river restoration, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the High Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• The site promoter has provided a Framework Masterplan (January 2026) [S4] which describes how the masterplan has been designed to respond sensitively to the varied landscape varied landscape setting and heritage assets. The Framework Masterplan explains the ‘existing established trees, woodland and hedgerows will be retained forming a strong landscape setting’.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>9</sup> indicates that this site may have opportunities to enhance ancient woodland, enhance wet woodland, restore plantations on ancient woodland sites, enhance other priority woodland, create new woodland, re-naturalise rivers and floodplains, and provide buffer strips along rivers. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPSC2 sets out the key requirements which include addressing any impacts for ancient woodland.</li> </ul>

<sup>8</sup> <https://nationalcharacterareas.co.uk/high-weald/>

<sup>9</sup> <https://sussexnaturerecovery.org.uk/>

	<ul style="list-style-type: none"> <li>The site promoter has provided a Framework Masterplan (January 2026) [S4]. It explains the ‘existing established trees, woodland and hedgerows will be retained forming a strong, rich landscape fabric of green corridors, connecting to the Crabbet Park parkland and the national landscape to the west and south’. The Masterplan goes on to explain the opportunities for strengthening wildlife corridors within and around the site.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>There is one listed building within the site – Ley House is a Grade II listed building. There are several listed buildings adjacent or near the site. Policy DPSC2 requires the site design and layout to be informed by a Heritage Statement and for the proposals to preserve or enhance the setting of the nearby Grade II* listed buildings of Crabbet Park House, and the Orangery and tennis court, and the nearby Grade II listed buildings of Pear Tree Cottage, Ley House, Rowfant Mill, Rowfant Mill Cottage and Rushmore Cottage.</li> <li>There are no Conservation Areas within or close to the site.</li> <li>There are no Scheduled Ancient Monuments within or close to the site.</li> <li>There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>There are no Archaeological Notification Areas within or close to the site.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC2 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the <b>latest</b> other infrastructure required for DPSC2 beyond the response set out in answer to c) above<sup>10</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>Developer direct on-site provision of sustainable transport measures and provision</li> <li>Developer direct on-site provision of active travel improvements</li> <li>Developer direct on-site provision of public transport improvements linking to key destinations</li> </ul>

<sup>10</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC2

	<ul style="list-style-type: none"> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites</li> <li>• Developer direct on-site provision of highway works</li> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of 4 LEAP (400sqm each)</li> <li>• Developer direct provision of other outdoor provision such as MUGA, bike track, skatepark</li> <li>• Developer direct provision of senior 3G football turf pitch with ancillary changing and parking facilities.</li> <li>• Developer direct provision of informal outdoor space including community orchards</li> </ul> <p>Utility Services</p> <ul style="list-style-type: none"> <li>• Developer direct provision of wastewater network and sewerage treatment infrastructure upgrades.</li> <li>• Developer direct provision of reinforcement of the Gas Network</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agricultural use, un-managed forest and dwellings.</li> <li>• The site is promoted as two separate parcels.</li> <li>• Wates Developments Limited are promoting the majority of the site on behalf of multiple landowners (Central and eastern Parts of the site) [<a href="#">S4</a>, figure 1].</li> </ul>

	<ul style="list-style-type: none"> <li>• Slingsby Property Group have entered into an option agreement with the landowner (Peacock 5) (western part of site) [S5, Appendix 1].</li> <li>• All landowners are committed to facilitating the delivery of the proposed development as identified in the agreed Statement of Common Grounds between Wates and Slingsby Property Group and MSDC (February 2026) [S4] and [S5].</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• As part of the Council's ongoing engagement with the promoters, a site-specific housing trajectory has been developed and kept under review. Work done to date has informed the Council's submitted trajectory [H8] and the SoCGs. The SoCG between Wates and the Council, supported by Slingsby through a separate SoCG, provides an agreed housing trajectory and infrastructure phasing strategy to support the delivery of housing.</li> <li>• The site promoters assume five outlets in total; three outlets for Wates and two outlets for Slingsby Developments. The promoters' joint trajectory shows housing delivered over 11 years, an average of 177 dwellings per annum (dpa). Across the five outlets this translates as an average of 35dpa each. At its peak, DPSC2 is anticipated to deliver an average of 48 completions across the five outlets each.</li> <li>• The Council has sought to benchmark the above position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. For build out rates, the Council currently only has local data for developments up to 999 dwellings. The average build out rate for developments between 400 and 999 dwellings is 47dpa<sup>11</sup>. Annual completions of over 100 dpa have been achieved.</li> <li>• In the absence of local examples for developments over 1,000 dwellings, the Lichfields report <i>Start to Finish (3<sup>rd</sup> Edition)</i> provides similar data at a national level. Lichfields conclude that, for developments of between 1,500 and 1,999 dwellings, the mean build out rate is 110dpa. The Lichfields report also states that the average annual completions for a site with five outlets 286 dwellings. The Council therefore considers that the proposed build out rates are realistic.</li> <li>• The Council's housing trajectory indicates completions being delivered on DPSC2 from year 6, with the last year of completions being anticipated in year 15. First completions in year 6 allows four years from receipt of</li> </ul>

<sup>11</sup> For the significant sites, Brookleigh is the only recent development of a similar scale. Whilst the residential phases are delivering completions the site is relatively early in its construction, the site's full potential annual output is yet to be realised.

a planning application. From the Council's own analysis of local development lead in times, the average number of years from the receipt of a planning application and first completions is just over four years. The Council therefore considers that the proposed lead in times are realistic.

- As set out in Section 4 of the [MS-TP2](#) and the Council's response to Matter 2 [[MS02](#)], the Council takes a precautionary approach within its own housing trajectory assuming the first year of completions for the three significant sites in year 6.

## DPSC3: Land to the South of Reeds Lane, Sayers Common

Settlement:	Submission Yield:	Updated Yield:
Sayers Common	2,000 (1,850 within Plan period)	2,000 (all within Plan period)
<b>Progress since Submission:</b>		
Statement of Common Ground between Mid Sussex District Council and Berkley Latimer (February 2026) [S6]		
Statement of Common Ground between Mid Sussex District Council and the site promoters of the five sites at Sayers Common (July 2024, updated February 2026) [S1] and [S2]		
<b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation	<ul style="list-style-type: none"> <li>The site promoter has provided a <a href="#">Masterplan Framework Document</a> (February 2026) which has been prepared by Berkeley Latimer in conjunction with the Sayers Common Liaison Group with the aim of guiding future development at Sayers Common in response to the requirements set out in Policy DPSC GEN and Policy DPSC3.</li> <li>The main role of this document is to provide a holistic vision for the area and coordinate the delivery of a comprehensive and integrated sustainable community at Sayers Common. Part 2 of the document, Design Response, sets out the vision for Sayers Common which has been structured upon a set of Place Pillars, Principles and Initiatives.</li> <li>The Place Pillars, Principles and Initiatives are a set of overarching objectives that cover a variety of aspirations that will influence proposals at Sayers Common, and they have all helped to shape the masterplan. An example of a Place Pillars is Active Movement – embed design principles that support vision led movement and connectivity; and the Principles are – Accessible Journeys, Streets as Places and Moving Around Safely.</li> </ul>	
<b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation	<ul style="list-style-type: none"> <li>Policy DPSC3 requires provision of two transport mobility hubs located close to/within each of the neighbourhood and local centres. The hubs should include public transport connections with co-location of delivery lockers and shared transport facilities – cycle/E-bike, Car Club, Electric Vehicle charging points, taxi pick-up/drop-off point.</li> <li>Policy DPSC3 requires a layout which prioritises active and sustainable travel connections throughout the site: a) Support delivery of a shared route with Significant Site allocation DPSC1: Land West of Burgess</li> </ul>	

<p>measures would be delivered</p>	<p>Hill/North of Hurstpierpoint, to Burgess Hill town centre, and b) Integrate green travel corridors for cycle and pedestrian access throughout with potential for Reeds Lane to become pedestrian/ cycle priority Quiet Lane.</p> <ul style="list-style-type: none"> <li>• Policy DPSC3 requires demonstration of a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections and includes enabling the viability of new public transport services.</li> <li>• Policy DPSC3 requires Integration and/or enhancement of the existing PRowS that cross the site, reflecting their purpose within the overall scheme, and maximise opportunities to improve connections beyond the site, including footpaths 6Al with 4Al and 11Hu and 86Hu.</li> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site, including sustainable transport measures, physical capacity interventions and safety interventions, and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> <li>• A mobility strategy has been prepared by the site promoter which sets out that the site will bring forward a variety of measures to support active and sustainable modes of travel including: <ul style="list-style-type: none"> <li>○ mobility hubs including cycle hire, electric vehicle charging, car club spaces;</li> <li>○ onsite provision of services and amenities for future residents and existing residents within the local area reducing the need to travel longer distances;</li> <li>○ High quality pedestrian and cycle routes throughout creating a permeable environment;</li> <li>○ The provision of an active travel corridor along the linear park providing the opportunity for bus priority from London Road.</li> <li>○ A new cycle route between DPSC 1 and 3, with further provision onwards to Burgess Hill;</li> <li>○ Improvements to the existing cycle route following the A23 north towards Hickstead;</li> <li>○ A new bus service between Burgess Hill and the site potentially via DPSC1 providing a regular connection to the towns services and amenities.</li> </ul> </li> <li>• The mobility strategies pull together elements that are included in the IDP e.g. sustainable transport / active transport measures to assist with the creation of sustainable communities.</li> <li>• As set out in a) Urban Design above, a <a href="#">Masterplan Framework Document</a> (February 2026) has been prepared with the aim of guiding future development at Sayers Common in response to the requirements set out in</li> </ul>
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	<p>Policy DPSC GEN and Policy DPSC3. One of the Place Pillars within the masterplan framework is Active Movement – embed design principles that support vision led movement and connectivity; and the Principles associated with this pillar are - Accessible Journeys, Streets as Places and Moving Around Safely.</p>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC3 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the <b>latest</b> infrastructure required for DPSC3 in relation to Education, Health and Community Facilities<sup>12</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Developer direct provision of land for on-site all-through school with 2.5FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Developer direct provision of land for on-site 130 place early years nurseries across 2 sites.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> <li>• Developer direct provision of Extra Care Housing.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of a tier 7 self-service library within a community building and a financial contribution of £100,000 for equipment.</li> <li>• Developer direct provision of community building (400sqm) with associated local CCTV and car park.</li> <li>• Developer direct provision of allotments.</li> <li>• Developer direct provision of public seating.</li> </ul>

<sup>12</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC3

	<ul style="list-style-type: none"> <li>• Developer direct provision of street design and public realm, including local signage, traffic calming, footway lighting, litter and dog bins.</li> <li>• Developer direct provision of PRow and cycle tracks, including retention and enhancement of existing PRow through the site.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• The site is considered to be within reasonable walking distance to the existing services and amenities of Sayers Common that future residents of the site will utilise on a day to day basis, including a community shop, a pre-school, business parks including Kings Business Park, hairdressers, public houses, a village hall and playing fields.</li> <li>• In addition to the existing services and amenities, Policy DPSC3 requires provision of a Neighbourhood centre towards the eastern part of the site which has a range of community facilities including library, cafe, retail, co-working space, employment and potential healthcare; as well as a further local centre in the western part of the site offering further community facilities.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to centres that are further away such Hurstpierpoint, Burgess Hill and Hassocks.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>13</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include the restoration of grassland and woodland, woodland and hedgerow restoration and connectivity, river restoration, and access and connectivity improvements to the PRow network.</li> </ul>

<sup>13</sup> <https://nationalcharacterareas.co.uk/low-weald/>

	<ul style="list-style-type: none"> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• There are opportunities for the site to integrate green travel corridors as set out in Policy DPSC3.</li> <li>• The site promoter has provided a Sayers Common <a href="#">Masterplan Framework Document</a> (February 2026) which recognises that the ‘physical, cultural and economic assets of a place can help define its character’. The Masterplan Framework Document highlights that the views across the site ‘contribute to the site’s identity and sense of place’ and that proposals should reduce building height in specific areas, limit the extent of development, and/or create green view corridors which retain the existing open character.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>14</sup> indicates that this site may have opportunities to create new woodland. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPSC3 sets out the key requirements which include using SuDS to deliver biodiversity improvements and includes the creation of a new wetland area designed to ease flooding.</li> <li>• The site promoter has provided an <a href="#">Ecological Feasibility Appraisal</a> (September 2022) which aims to record the ecological baseline of the site and identify constraints and opportunities.</li> <li>• The site promoter has provided a <a href="#">Masterplan Framework Document</a> (February 2026) which highlights that there is a ‘strategic network of mature trees, hedgerows and shrubs’ that ‘creates a green grid across the sites, providing foraging and movement corridors for wildlife’. The Masterplan Framework Document outlines that proposals should retain and enhance this green grid.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p>

<sup>14</sup> <https://sussexnaturerecovery.org.uk/>

	<ul style="list-style-type: none"> <li>• There are no listed buildings within the site but there are listed buildings near the site. Policy DPSC3 requires the site design and layout to be informed by a Heritage Statement and for the proposals to preserve or enhance the setting of the nearby Grade II listed buildings of Wellington Cottage, North Pottersfield Cottage and South Pottersfield Cottage.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC3 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the <b>latest</b> other infrastructure required for DPSC3 beyond the response set out in answer to c) above<sup>15</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision</li> <li>• Developer direct on-site provision of active travel improvements</li> <li>• Developer direct on-site provision of public transport improvements linking to key destinations</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites</li> <li>• Developer direct on-site provision of highway works</li> <li>• Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Hassocks Station</li> </ul>

<sup>15</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC3

	<ul style="list-style-type: none"> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of 4 LEAP (400sqm each)</li> <li>• Developer direct provision of other outdoor provision such as MUGA, bike track, skatepark</li> <li>• Developer direct provision of informal outdoor space including community orchards</li> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site where not met on-site.</li> </ul> <p>Utility Services</p> <ul style="list-style-type: none"> <li>• Developer direct provision of on-site terminal pumping station.</li> <li>• Developer direct provision of off-site wastewater treatment works.</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on-site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agricultural use, sports facilities and grounds (equestrian) and dwellings.</li> <li>• The site promoter, Berkeley Latimer, is a joint venture by two national developers: Berkeley and Latimer by Clarion Housing Group. Berkeley Latimer has ownership or a legal interest of the full area proposed for allocation. The land required for the primary access and first phase of the development is owned freehold by Berkeley Latimer.</li> </ul>

	<ul style="list-style-type: none"> <li>• Berkeley Latimer is committed to facilitating the delivery of DPSC3 and supporting the wider sustainable community at Sayers Common as identified in the agreed joint Sayers Common Sites SoCG including Berkeley Latimer and MSDC (July 2024 [S1] and February 2026 [S6]).</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council's assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• As part of the Council's ongoing engagement with Berkeley Latimer, a site-specific housing trajectory has been developed and kept under review. Berkeley Latimer's housing trajectory has informed the Council's submitted trajectory [H8] and the joint Sayers Common Sites SoCGs [S1 and S2]. A housing delivery and infrastructure trajectory has been developed and is set out in the joint Sayers Common Sites SoCGs [S1 and S2]. The trajectory for DPSC3 shows an average 182 completions per year over the 11 years. Berkeley Latimer's SoCG [S6] states that each developer is anticipated to have two outlets, each delivering one home per week, or 200 homes per annum.</li> <li>• The Council has sought to benchmark Berkeley Latimer's position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. For build out rates, the Council currently only has local data for developments up to 999 dwellings. The average build out rate for developments between 400 and 999 dwellings is 47dpa<sup>16</sup>. At their peak, annual completions of over 100 dpa have been achieved.</li> <li>• In the absence of local examples for developments over 1,000 dwellings, the Lichfields report <i>Start to Finish (3<sup>rd</sup> Edition)</i> provides similar data at a national level. Lichfields conclude that, for developments of 2,000+ dwellings, the mean build out rate is 150dpa. The Lichfields report also states that the average annual completions for a site with four outlets 230 dwellings. The Council therefore considers that, across the two developers (four outlets), the proposed build out rates are realistic.</li> <li>• The Council's housing trajectory indicates completions being delivered on DPSC3 from year 6, with the last year of completions being anticipated in year 15. First completions in year 6 allows four years from receipt of a planning application. From the Council's own analysis of local development lead in times, the average number of years from the receipt of a planning application and first completions is just over four years. The Council therefore considers that the proposed lead in times are realistic.</li> </ul>

<sup>16</sup> For the significant sites, Brookleigh is the only recent development of a similar scale. Whilst the residential phases are delivering completions the site is relatively early in its construction, the site's full potential annual output is yet to be realised.

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|  | <ul style="list-style-type: none"><li>• As set out in Section 4 of the <a href="#">MS-TP2</a> and the Council's response to Matter 2 [<a href="#">MS02</a>], the Council takes a precautionary approach within its own housing trajectory assuming the first year of completions for the three significant sites in year 6.</li></ul> |
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## DPSC4: Land at Chesapeake and Meadow View, Sayers Common

Settlement:	Submission Yield:	Updated Yield:
Sayers Common	33	27
<b>Progress since Submission:</b>		
Statement of Common Ground between Mid Sussex District Council and the site promoters of the five sites at Sayers Common (July 2024, updated February 2026) [ <a href="#">S1</a> ] and [ <a href="#">S2</a> ] DM/25/1434 – Full planning application for 27 dwellings. Pending decision.		
<b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation	<ul style="list-style-type: none"> <li>• Policy DPSC4 requires the development to demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• A Design and Access Statement has been submitted as part of the planning application which sets out the design principles and details for the following: character areas, movement strategy, building typologies, tenure, scale, highways strategy, parking strategy, refuse strategy, hard landscaping, soft landscaping, materials, integration of the development with the existing immediate area context and appearance / architecture.</li> </ul>	
<b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered	<ul style="list-style-type: none"> <li>• Policy DPSC4 requires provision of sustainable transport measures and highways works, and financial contributions towards the provision of sustainable transport measures and improvements at Hassocks Station.</li> <li>• Policy DPSC4 requires demonstration of a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> </ul>	

	<ul style="list-style-type: none"> <li>• Policy DPSC4 requires prioritisation of pedestrian and cycle access through the site to enable connection into DPSC3: Land south of Reeds Lane, including integration and upgrade of the existing public right of way (PROW) which crosses the site.</li> <li>• Policy DPSC4 also requires provision of a suitable access onto Reeds Lane either directly or via Meadow View.</li> <li>• The Transport Statement submitted as part of the planning application sets out how the proposed development will address the policy requirements set out in the Plan including access, sustainable transport and assessment of traffic impact.</li> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC4 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the <b>latest</b> infrastructure required for DPSC4 in relation to Education, Health and Community Facilities<sup>17</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards DPSC3 provision of land for on-site all-through school with 2.5FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul>

<sup>17</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC4

	<p>Community</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> <li>• Financial developer contributions towards provision of new community buildings or expansion of community buildings in the vicinity of proposed development.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPSC4 does not require on site provision of retail and employment uses, the site is considered to be within reasonable walking distance to the existing services and amenities of Sayers Common that future residents of the site will utilise on a day to day basis, including a community shop, a pre-school, business parks including Kings Business Park, hairdressers, public houses, a village hall and playing fields.</li> <li>• The site is also in close proximity to the proposed allocation DPSC3: Land south of Reeds Lane which is to provide a mixed-use development, including retail and employment uses, therefore providing further services and amenities for the future residents of the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to centres that are further away such Hurstpierpoint, Burgess Hill and Hassocks.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>18</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include woodland and hedgerow restoration and connectivity, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside, however, it adjoins the existing settlement. Development of this site will lead to a change in character. The District Plan policies will provide the</li> </ul>

<sup>18</sup> <https://nationalcharacterareas.co.uk/low-weald/>

	<p>framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</p> <ul style="list-style-type: none"> <li>• The site promoter has provided a Landscape and Visual Appraisal (September 2023) which provides an assessment of the potential landscape and visual effects of the proposed development.</li> <li>• A Landscape and Visual Impact Assessment and a Landscape Strategy have been submitted as part of planning application DM/25/1434.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• The site will be delivered in accordance with the Plan as a whole.</li> <li>• As part of the District Plan process, the site promoter has provided a Preliminary Ecological Appraisal (December 2022) which records the ecological baseline and identifies key ecological features within and around the site.</li> <li>• The Preliminary Ecological Appraisal and an Ecological Impact Assessment (March 2025) have also been submitted as part of planning application DM/25/1434.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within or close to the site.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC4 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPSC4 beyond the response set out in answer to c) above<sup>19</sup>:</p>

<sup>19</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC4

#### Transport

- Developer direct on-site provision of sustainable transport measures and provision
- Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites
- Developer direct on-site provision of highway works
- Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route
- Financial developer contributions towards improvements to cycle storage and access at Hassocks Station
- Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions

#### Emergency Services

- Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.
- Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.

#### Open Space, Sport, and Recreation

- Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.
- Financial developer contributions towards the expansion/enhancement of play area within the vicinity of the site.
- Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.
- Financial developer contributions towards the expansion/enhancement of parks and gardens within the vicinity of the site.

#### Utility Services

- Reinforcement of the Gas Network in combination with other sites (DPSC6 and DPSC7).

	<ul style="list-style-type: none"> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on-site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agriculture and dwellings</li> <li>• The site promoter, and developer, has a legal interest in the full area proposed for allocation and is committed to facilitating the delivery of DPSC4 and wider proposed Sayers Common Sustainable Community, as identified in the agreed joint Sayers Common Sites SoCG including Antler Homes and MSDC (July 2024, updated February 2026).</li> <li>• Planning application for full planning permission for is pending decision (DM/25/1434). The progression of a planning application indicates the developer’s confidence in the deliverability of the site.</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• The Council has had ongoing engagement with Antler Homes through the preparation of the Submission District Plan and following submission of the planning application (DM/25/1434). A site-specific housing trajectory has been developed and has helped inform the Council’s submitted and the joint Sayers Common Sites SoCG. The trajectory for DPSC4 shows the 26 (net) dwellings being delivered over two years (an average of 13 completions per year).</li> <li>• The Council’s own analysis of local build out rates and lead-in times looks at developments of 30 dwellings or more. The closest comparison is the build out rates for developments of between 30 and 49 dwellings. The average build out rate for this bracket is 29dpa, higher than the Council’s trajectory. The Council therefore considers that the proposed build out rates are realistic.</li> <li>• The Council’s housing trajectory indicates completions being delivered from year 2. On the Council’s analysis of local lead in times, again using the closest comparison, the average number of years from receipt of a planning application and first completions is just over three years. Given the advanced stage of the planning application, that it is a Full planning application and that only 10 completions are anticipated in year 2, the Council considers that the proposed lead in times are realistic.</li> <li>• A PPA is in place that programmes the application being reported to committee in May 2026.</li> </ul>

## DPSC5: Land at Coombe Farm, Sayers Common

Settlement:	Submission Yield:	Updated Yield:
Sayers Common	210	210
<b>Progress since Submission:</b>		
<p>Statement of Common Ground between Mid Sussex District Council and the site promoters of the five sites at Sayers Common (July 2024, updated February 2026) [<a href="#">S1</a>] and [<a href="#">S2</a>]  DM/25/2661 – Outline planning application for 210 dwellings. Pending decision.</p>		
<p><b>a) Urban design:</b>  How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation</p>	<ul style="list-style-type: none"> <li>• Policy DPSC5 requires the development to demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• A Design and Access Statement has been submitted as part of the planning application which sets out the design principles informed by the analysis of the site and surroundings and presents the design proposals including: uses, built form and identity, movement, nature and public space, homes and buildings, resources and lifespan. It also sets out the proposed character of the development, the materials and features that contribute to placemaking.</li> </ul>	
<p><b>b) Transport:</b>  The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered</p>	<ul style="list-style-type: none"> <li>• Policy DPSC5 requires demonstration of a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• Policy DPSC5 requires prioritisation of pedestrian and cycle access throughout the site linking to Significant site allocation DPSC3 and bus stops on the B2118 to the west and provide suitable access onto the B2118 as well as integration and enhancement of the existing PRow which cross the site.</li> <li>• The transport assessment submitted as part of the planning application sets out how the proposed development will address the policy requirements set out in the Plan including proposed site access</li> </ul>	

	<p>arrangements, proposed car and cycle parking provision, accessibility matters, forecast trip generation and junction modelling assessments to quantify the impact on the local road network.</p> <ul style="list-style-type: none"> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC5 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPSC5 in relation to Education, Health and Community Facilities<sup>20</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards DPSC3 provision of land for on-site all-through school with 2.5FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> <li>• Financial developer contributions towards provision of new community buildings or expansion of community buildings in the vicinity of proposed development.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>

<sup>20</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC5

<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPSC5 does not require on site provision of retail and employment uses, the site is considered to be within reasonable walking distance to the existing services and amenities of Sayers Common that future residents of the site will utilise on a day to day basis, including a community shop, a pre-school, business parks including Kings Business Park, hairdressers, public houses, a village hall and playing fields.</li> <li>• The site is also in close proximity to the proposed allocation of DPSC3: Land south of Reeds Lane which is to provide a mixed-use development, including retail and employment uses, therefore providing further services and amenities for the future residents of the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to centres that are further away such Hurstpierpoint, Burgess Hill and Hassocks.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>21</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include woodland and hedgerow restoration and connectivity, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• The site promoter has provided a Vision Document (December 2023) which explains that the vision is landscape-led and that the ‘landscape framework of green corridors and areas of open space will provide a setting for the development’. The Vision Document continues to explain that the masterplan has been ‘influenced by the existing landscape features’.</li> </ul>

<sup>21</sup> <https://nationalcharacterareas.co.uk/low-weald/>

	<ul style="list-style-type: none"> <li>• A Landscape and Visual Impact Assessment has been submitted as part of planning application DM/25/2661.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>22</sup> indicates that this site may have opportunities to enhance other priority woodland and create new woodland. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPSC5 sets out the key requirements which include addressing any impacts for ancient woodland.</li> <li>• The site promoter has provided a Vision Document (December 2023) which explains that the design of the site has been ‘carefully considered with regard to the existing trees on site’ and it acknowledges the parcels of ancient woodland, seeking improvements to its condition. The majority of the hedgerows will also be retained.</li> <li>• As part of the District Plan process, the site promoter has provided an Ecology Walkover and Site Review (December 2022) which aimed to identify any notable changes of the habitats present on the site and any changes to the site’s potential to support protected species and protected habitats that may be affected by the proposed development.</li> <li>• A Preliminary Ecological Appraisal and Ecological Impact Assessment have also been submitted as part of planning application DM/25/2661.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within the site but there are listed buildings in close proximity to the site. Policy DPSC5 requires the site design and layout to be informed by a Heritage Impact Assessment and for the proposals to preserve or enhance the setting of the nearby Grade II listed buildings of Coombe Farmhouse, Granary and Coombe Barn.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul>

<sup>22</sup> <https://sussexnaturerecovery.org.uk/>

	<p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul> <p><u>Documentation:</u></p> <ul style="list-style-type: none"> <li>• As part of the District Plan process, the site promoter has provided a Heritage Desk-Based Assessment (February 2021) which considers the heritage significance and archaeological potential of the site. It also considers the effect of the proposed development on the nearby Grade II listed buildings.</li> <li>• A Historic Environment Desk-Based Assessment has also been submitted as part of planning application DM/25/2661.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC5 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPSC5 beyond the response set out in answer to c) above<sup>23</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites</li> <li>• Developer direct on-site provision of highway works</li> <li>• Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Hassocks Station</li> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions</li> </ul> <p>Emergency Services</p>

<sup>23</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC5

	<ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of on-site informal outdoor space.</li> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of play area within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.</li> </ul> <p>Utility Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards sewerage network upgrades.</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on-site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agriculture and unmanaged forest.</li> <li>• The site promoter controls the site and has a legal agreement in place within the landowner. The promoter is committed to facilitating the delivery of DPSC5 and wider proposed Sayers Common Sustainable Community, as identified in the agreed joint Sayers Common Sites SoCG including Welbeck Strategic Land II LLP and MSDC (July 2024, updated February 2026).</li> <li>• The site is considered to be in a suitable physical condition to accommodate development without the need for abnormal remediation or enabling works.</li> <li>• Planning application for outline planning permission for is pending decision (DM/25/2661). The planning application is supported by a full suite of documents and material prepared by qualified technical</li> </ul>

	<p>consultants. The progression of a planning application indicates the promoter’s confidence in the deliverability of the site.</p>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• The Council has had ongoing engagement with Welbeck Strategic Land II LLP (‘Welbeck’) through the preparation of the Submission District Plan and following submission of the planning application (DM/25/2661). A site-specific housing trajectory has been developed and has helped inform the Council’s trajectory and the joint Sayers Common Sites SoCG. Welbeck’s most recent (February 2026) trajectory shows the 210 dwellings being delivered over five years (an average of 42 completions per year). Previously, it had been anticipated that the site would be completed over four years (an average of 52 dpa). Welbeck anticipate one outlet.</li> <li>• The Council has benchmarked Welbeck’s position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. The average build out rate for developments of between 100 and 399 dwellings is 45dpa. At their peak, annual completions closer to 100 dpa have been achieved. The Council therefore considers that the proposed build out rates are realistic.</li> <li>• The Council’s housing trajectory indicates completions being delivered from year 3. On the Council’s analysis of local lead in times the average number of years from receipt of a planning application and first completions for developments of between 100 and 399 dwellings is just over three and a half years. DPSC5 sits around the middle of this bracket. Given the advanced stage of the planning application and that a lesser number of completions are anticipated in the first year, the Council considers that the proposed lead in times are realistic.</li> </ul>

## DPSC6: Land to the West of Kings Business Centre, Sayers Common

Settlement:	Submission Yield:	Updated Yield:
Sayers Common	100	80
<b>Progress since Submission:</b>		
Statement of Common Ground between Mid Sussex District Council and the site promoters of the five sites at Sayers Common (July 2024, updated February 2026 [ <a href="#">S1</a> ] and [ <a href="#">S2</a> ]) DM/25/3067 – Full planning application for 80 dwellings. Pending decision.		
<b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation	<ul style="list-style-type: none"> <li>• Policy DPSC6 requires the development to demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• A Design and Access Statement has been submitted as part of the planning application which has been prepared to identify and explain the design process and key decisions that have informed the development including affordable housing units, vehicular, pedestrian and cycle access, landscaping and open space, parking and sustainable drainage.</li> </ul>	
<b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered	<ul style="list-style-type: none"> <li>• Policy DPSC6 requires demonstration of a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• Policy DPSC6 requires prioritisation of pedestrian and cycle access throughout the development and creation of convenient, direct links to Significant site allocation DPSC3 to the south, providing appropriate extensions to the footway on Reed’s Lane.</li> <li>• Policy DPSC6 also requires integration and enhancement of the existing PRoW which crosses the site and provide connection to PRoW (route 3_1A1) which runs across Significant site allocation DPSC3, as well as</li> </ul>	

	<p>incorporating and providing connections between site allocation SA30 (Land to the North of Lyndon, Reeds Lane, Sayers Common).</p> <ul style="list-style-type: none"> <li>• The transport assessment submitted as part of the planning application sets out how the proposed development will address the policy requirements set out in the Plan including access strategy, sustainable travel opportunities and improvements, car and cycle parking provision, trip generation and highways impact.</li> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC6 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPSC6 in relation to Education, Health and Community Facilities<sup>24</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards DPSC3 provision of land for on-site all-through school with 2.5FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> </ul>

<sup>24</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC6

	<ul style="list-style-type: none"> <li>• Financial developer contributions towards provision of new community buildings or expansion of community buildings in the vicinity of proposed development.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPSC6 does not require on site provision of retail and employment uses, the site is considered to be within reasonable walking distance to the existing services and amenities of Sayers Common that future residents of the site will utilise on a day to day basis, including a community shop, a pre-school, business parks including Kings Business Park, hairdressers, public houses, a village hall and playing fields.</li> <li>• The site is also in close proximity to the proposed allocation of DPSC3: Land south of Reeds Lane which is to provide a mixed-use development, including retail and employment uses, therefore providing further services and amenities for the future residents of the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to centres that are further away such Hurstpierpoint, Burgess Hill and Hassocks.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>25</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include woodland and hedgerow restoration, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside, however, it adjoins an existing settlement. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> </ul>

<sup>25</sup> <https://nationalcharacterareas.co.uk/low-weald/>

	<ul style="list-style-type: none"> <li>• The site promoter has provided a Vision Document (November 2023) which describes a vision of a landscaped design concept.</li> <li>• As part of the District Plan process, the site promoter has provided a Landscape and Visual Appraisal (November 2019) which considers the landscape and visual environment of the site and its surrounding context.</li> <li>• A Landscape and Visual Study has also been submitted as part of planning application DM/25/3067.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>26</sup> indicates that this site may have opportunities to enhance wet woodland and enhance other priority woodland. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole.</li> <li>• The site promoter has provided a Vision Document (November 2023) which describes a vision that includes increasing the ecological value and biodiversity of the site.</li> <li>• An Ecological Assessment has been submitted as part of planning application DM/25/3067.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within or in close proximity to the site.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary</p>	<p>Policy DPSC6 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p>

<sup>26</sup> <https://sussexnaturerecovery.org.uk/>

<p>infrastructure and other necessary mitigation measures</p>	<p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPSC6 beyond the response set out in answer to c) above<sup>27</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites</li> <li>• Developer direct on-site provision of highway works</li> <li>• Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Hassocks Station</li> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of play area within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of parks and gardens within the vicinity of the site.</li> </ul>
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<sup>27</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC6

	<p>Utility Services</p> <ul style="list-style-type: none"> <li>• Developer direct provision of reinforcement of the Gas Network in combination with other sites (DPSC4 and DPSC7).</li> <li>• Financial developer contributions towards sewerage network upgrades.</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on-site use as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) is agriculture.</li> <li>• The site promoter has a legal interest in the full area proposed for allocation and is committed to facilitating the delivery of DPSC6 and wider proposed Sayers Common Sustainable Community, as identified in the agreed joint Sayers Common Sites SoCG including Reside Developments and MSDC (July 2024, updated February 2026).</li> <li>• Planning application for full planning permission for 80 dwellings is pending decision (DM/25/3076). The progression of a planning application indicates the developer’s confidence in the deliverability of the site.</li> <li>• DPSC6 was originally part of the same landholding that included Land to the North of Lyndon (a Site Allocations DPD allocation, SA30). SA30 is currently under construction and close to complete.</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• The Council has had ongoing engagement with Reside Developments (‘Reside’) through the preparation of the Submission District Plan and following submission of the planning application (DM/25/3076). A site-specific housing trajectory has been developed and has helped inform the Council’s trajectory and the joint Sayers Common SoCG. Reside’s trajectory anticipates the 80 dwellings being delivered over two years (an average of 40 completions per year).</li> <li>• The Council has benchmarked Reside’s position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. The average build out rate for developments of between 50 and 99 dwellings is 35dpa. At their peak, annual completions closer to 50 dpa have been achieved. The Council’s trajectory spreads the completions over three years; an average of 27dpa. The Council considers that the proposed build out rates are realistic.</li> </ul>

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|  | <ul style="list-style-type: none"><li>• The Council's housing trajectory indicates completions being delivered from year 4. On the Council's analysis of local lead in times the average number of years from receipt of a planning application and first completions for developments of between 50 and 99 dwellings is just over two and a half years. DPSC6 sits around the middle of this bracket. Given the advanced stage of the planning application, that it is a Full planning application and that a lesser number of completions are anticipated in the first year, the Council considers that the proposed lead in times are realistic.</li></ul> |
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## DPSC7: Land at LVS Hassocks, Sayers Common

Settlement:	Submission Yield:	Updated Yield:
Sayers Common	200	200
<b>Progress since Submission:</b>		
<p>Statement of Common Ground between Mid Sussex District Council and the site promoters of the five sites at Sayers Common (July 2024, updated February 2026 [<a href="#">S1</a>] and [<a href="#">S2</a>])</p> <p>DM/26/0238 – Hybrid planning application: 1) Full – relocation of the SEN school and 2) Outline – 210 dwellings.</p>		
<p><b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation</p>	<ul style="list-style-type: none"> <li>• Policy DPSC7 requires the development to demonstrate a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high-quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• A Design and Access Statement has been submitted as part of the planning application which has been prepared to set out the design process and the illustrative proposals for the development including vision, building heights, appearance, movement and connectivity, parking, landscape strategy and open space strategy.</li> </ul>	
<p><b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered</p>	<ul style="list-style-type: none"> <li>• Policy DPSC7 requires demonstration of a coordinated approach and collaboration with other housing allocations in the Plan within Sayers Common to deliver high quality placemaking which supports the 20-minute neighbourhood principles, with direct enhanced active/sustainable travel connections, and includes enabling the viability of new public transport services.</li> <li>• Policy DPSC7 requires prioritisation of pedestrian and cycle access throughout the development and integration and enhancement of the existing PRoW which crosses the site; as well as provision of any necessary upgrades to the existing access onto B2118.</li> </ul>	

	<ul style="list-style-type: none"> <li>• The transport assessment submitted as part of the planning application sets out how the proposed development will address the policy requirements set out in the Plan including site access, site layout, site accessibility, sustainable transport strategy and traffic impact.</li> <li>• Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>
<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPSC7 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPSC7 in relation to Education, Health and Community Facilities<sup>28</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards DPSC3 provision of land for on-site all-through school with 2.5FE (expandable to 3FE) at Primary and 4FE (expandable to 6FE) at Secondary, with attached Special Support Centre.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Developer direct reprovision of on-site independent SEND school.</li> <li>• Financial developer contributions towards SEND provision.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>

<sup>28</sup> Changes since Submission will need to be reflected in the main modification to policy DPSC7

<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPSC7 does not require on site provision of retail and employment uses, the site is considered to be within reasonable walking distance to the existing services and amenities of Sayers Common that future residents of the site will utilise on a day to day basis, including a community shop, a pre-school, business parks including Kings Business Park, hairdressers, public houses, a village hall and playing fields.</li> <li>• The site is also in close proximity to the proposed allocation of DPSC3: Land south of Reeds Lane which is to provide a mixed-use development, including retail and employment uses, therefore providing further services and amenities for the future residents of the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to centres that are further away such Hurstpierpoint, Burgess Hill and Hassocks.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>29</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include woodland and hedgerow restoration, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• As part of the District Plan process, the site promoter has provided a Landscape and Visual Appraisal (September 2023) which aims to identify and appraise potential impacts on landscape and visual resources that would be brought about by new development on this site.</li> </ul>

<sup>29</sup> <https://nationalcharacterareas.co.uk/low-weald/>

	<ul style="list-style-type: none"> <li>• A Landscape and Visual Appraisal has also been submitted as part of planning application DM/26/0238.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>30</sup> indicates that this site may have opportunities to enhance traditional orchard. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole.</li> <li>• The site promoter has provided a Vision Document (December 2023) which describes the creation of nature-rich places by protecting valuable existing habitat, enhancing existing habitats through good management practices, and creating new biodiverse habitats.</li> <li>• An Ecological Appraisal has been submitted as part of planning application DM/26/0238.</li> </ul>
<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within the site. Kingscot is a Grade II listed building on London Road near to the site access.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• The built form on the site includes a former monastic complex, the Priory – comprising of the Monastic Arc, the Secular Wing and the Chapel (all of which now form part of the school complex).</li> <li>• In 2025 Historic England assessed the site but concluded not to designate the structures.</li> <li>• In pre-application advice (November 2025), the Council’s Conservation Officer, confirmed that it considers the 1970s Priory to represent ‘non-designated heritage assets.’</li> </ul>

<sup>30</sup> <https://sussexnaturerecovery.org.uk/>

	<ul style="list-style-type: none"> <li>• Policy DPSC7 was drafted prior to the recent consideration of the site by Historic England and the Council’s Conservation Officer. The change in the status of the buildings on site can be reflected in main modifications to the Policy DPSC7.</li> <li>• NPPF para 216 states “The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly and indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of harm or loss and the significance of the heritage asset”.</li> <li>• As set out above this is a residential led scheme that will enable the delivery of a new school that will meet the specialist needs of its pupils. The proposal brings clear benefits, that need to be considered in the planning balance for the continued allocation of this site.</li> <li>• A hybrid planning application as recently been submitted for this site. The application shows that the Chapel building will be retained as part of the development proposals.</li> <li>• There are no Archaeological Notification Areas within or close to the site.</li> </ul> <p><u>Documentation:</u></p> <ul style="list-style-type: none"> <li>• A Built Heritage Statement has been submitted as part of planning application DM/26/0238.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPSC7 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPSC7 beyond the response set out in answer to c) above<sup>31</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites</li> <li>• Developer direct on-site provision of highway works</li> </ul>

<sup>31</sup>Changes since Submission will need to be reflected in the main modification to policy DPSC7

	<ul style="list-style-type: none"> <li>• Developer direct on-site provision of Sayers Common to Burgess Hill Cycle Route</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Hassocks Station</li> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of on-site informal outdoor space.</li> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of play area within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.</li> </ul> <p>Utility Services</p> <ul style="list-style-type: none"> <li>• Developer direct provision of reinforcement of the Gas Network in combination with other sites (DPSC4 and DPSC6).</li> <li>• Financial developer contributions towards sewerage network upgrades.</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of</p>	<ul style="list-style-type: none"> <li>• The existing on-site use as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: unused land and education.</li> </ul>

<p>the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• LVS Hassocks School operates from the site. It is a specialist school for young people with autism and is operated by Licensed Trade Charity (LTC). The current school buildings are no longer fit for purpose. LTC wish to deliver a new school on the site that meets the needs of its pupils and staff.</li> <li>• LTC and Wates Developments are proposing a residential led scheme which will fund the building of the new school on the northern part of the site. The school will be built first to enable continuous education provision. It is anticipated that the new school will open in September 2028. A hybrid planning application including full planning application for the relocated school was submitted in February 2026.</li> <li>• Most of the existing buildings will be demolished, with the central conical building to remain a feature of the new development.</li> <li>• The site promoter has a legal interest in the full area proposed for allocation and is committed to facilitating the delivery of DPSC7 and wider proposed Sayers Common Sustainable Community, as identified in the agreed joint Sayers Common Sites SoCG including Wates Development and MSDC (July 2024, updated February 2026).</li> <li>• Planning application for outline planning permission (as part of a hybrid application) for 210 dwellings is pending decision (DM/26/0238). The progression of a planning application indicates the developer’s confidence in the deliverability of the site.</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• The Council has had ongoing engagement with Wates Developments (‘Wates’) through the preparation of the Submission District Plan and following submission of the planning application (DM/26/0238). A site-specific housing trajectory has been developed and has helped inform the Council’s trajectory and the joint Sayers Common SoCG. Wates’ trajectory anticipates the 200 dwellings being delivered over five years (an average of 50 completions per year).</li> <li>• The Council has benchmarked Wates’ position against its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. The average build out rate for developments of between 100 and 399 dwellings is 45dpa. At their peak, annual completions closer to 100dpa have been achieved. The Council’s trajectory also spreads the completions over five years. The Council considers that the proposed build out rates are realistic.</li> <li>• The Council’s housing trajectory indicates completions being delivered from year 3. On the Council’s analysis of local lead in times the average number of years from receipt of a planning application and first completions</li> </ul>

	<p>for developments of between 100 and 399 dwellings is just over three and a half years. DPSC7 sits around the middle of this bracket. A hybrid planning application has been submitted. Whilst the residential element is outline, the reserved matters can progress alongside the delivery of the SEND school. Given that a planning application has been submitted and that 200 dwellings is midpoint of the bracket, therefore a shorter lead in time is possible, the Council considers that the proposed lead in times are realistic.</p>
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## DPA7: Land east of Borde Hill Lane, Haywards Heath

Settlement:	Submission Yield:	Updated Yield:
Haywards Heath	60	N/A
<b>Progress since Submission:</b>		
An outline planning application (DM/25/3129) has been submitted for up to 125 dwellings.		
<p><b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation</p>	<ul style="list-style-type: none"> <li>A Design and Access Statement has been submitted as part of planning application DM/25/3129 which sets out the vision for the site based upon the key design parameters and solutions including access, landscape, trees, ecology, connectivity, setting, surface water, layout, form, scale, appearance, materials and detailing, public spaces, resources and lifespan.</li> </ul>	
<p><b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered</p>	<ul style="list-style-type: none"> <li>Policy DPA7 requires provision of a suitable vehicular, pedestrian and cycle access from Borde Hill Lane via a fourth arm from the roundabout, southwest of the site; and the roundabout to be enlarged and positioned to allow safe movement of road users and provision of new dropped kerbs and tactile paving on southern approach, in agreement with the Highway Authority.</li> <li>The transport assessment submitted as part of planning application DM/25/3129 sets out how the proposed development will address the policy requirements set out in the Plan including site access, roundabout, parking, servicing, trip generation, impact on the transport network and sustainable transport measures.</li> <li>Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>	

<p><b>c) Social and community facilities:</b> The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>Policy DPA7 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPA7 in relation to Education, Health and Community Facilities<sup>32</sup>:</p> <p>Education</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards provision of new Primary and Secondary Education or expansion facilities in the vicinity of proposed development.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Financial developer contributions towards provision of new SEND facilities or expansion of existing facilities.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p>Health</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul> <p>Community</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> <li>• Financial developer contributions towards new community buildings or expansion of community buildings in the vicinity of proposed development.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPA7 does not require on site provision of retail and employment uses, the site is located approximately 2km from the defined town centre of Haywards Heath.</li> <li>• There are, however, a number of existing employment sites (Burrell Road and Bridge Road) and retail opportunities (Sainsburys on Bannister Way and Waitrose on Perrymount Road) much closer than the town centre, which are approximately 1km from the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to these opportunities.</li> </ul>

<sup>32</sup> Changes since Submission will need to be reflected in the main modification to policy DPA7

	<ul style="list-style-type: none"> <li>• Haywards Heath station is also approximately 1.2km from the site, providing connections to travel to retail and employment opportunities further afield such as Burgess Hill.</li> </ul>
<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the High Weald National Character Area (NCA 122). Natural England describes the High Weald NCA as encompassing ‘the ridged and faulted sandstone core of the Kent and Sussex Weald. It is an area of ancient countryside and one of the best surviving medieval landscapes in northern Europe<sup>33</sup>.</li> <li>• Considering the landscape attributes of the High Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include the restoration of grassland and woodland, woodland and hedgerow restoration and connectivity, and river restoration.</li> <li>• The site is within the setting of the High Weald National Landscape (Area of Outstanding Natural Beauty). Policy DPA7 requires development to be contained to the central and eastern parts of the site to reduce the potential impacts of the setting of the High Weald National Landscape.</li> <li>• The site is outside of the built-up area and in the countryside. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the High Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• A Landscape and Visual Impact Assessment and a Landscape Design Statement have been submitted as part of planning application DM/25/3129.</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>34</sup> indicates that this site may have opportunities to re-naturalise rivers and floodplains and provide buffer strips along rivers and streams. It should be noted that there are opportunities for features both within the site and adjacent to it as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPA7 sets out the key requirements which includes using SuDS to deliver biodiversity enhancements.</li> <li>• An Ecological Impact Assessment has been submitted as part of planning application DM/25/3129.</li> </ul>

<sup>33</sup> <https://nationalcharacterareas.co.uk/high-weald/>

<sup>34</sup> <https://sussexnaturerecovery.org.uk/>

<p><b>g) Heritage:</b> The protection of heritage assets</p>	<p><u>Designated heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There are no listed buildings within the site but there are listed buildings in close proximity to the site. Policy DPA7 requires the site design and layout to be informed by a Heritage Statement and for proposals to preserve or enhance the setting of the nearby Grade II listed building of South Lodge, which is within Borde Hill Registered Park and Garden. There are other nearby listed buildings – Sugworth Farmhouse is a Grade II listed building to the north of the site and Borde Hill House is a Grade II listed building to the north-west of the site and within Borde Hill Registered Park and Garden.</li> <li>• There are no Conservation Areas within or close to the site.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• Borde Hill Registered Park and Garden is to the west of the site. Policy DPA7 requires a Statement of Significance to be submitted on Borde Hill Gardens together with an assessment of the impact of the proposal on that significance.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There is one Archaeological Notification Area that crosses the site – the route of the Roman Road through Mid Sussex. Borde Hill Registered Park and Garden is also an Archaeological Notification Area as is Penland Farm to the south-west of the site, however, this Archaeological Notification Area is now residential development.</li> </ul> <p><u>Documentation:</u></p> <ul style="list-style-type: none"> <li>• A Heritage Impact Assessment has been submitted as part of planning application DM/25/3129. This document considers the significance of relevant heritage assets and the potential effects of the proposed development upon their setting. The study has identified four heritage assets that have a meaningful spatial or visual relationship with the proposed development: Borde Hill Registered Park and Garden, Borde Hill House, South Lodge and Sugworth Farmhouse.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other</p>	<p>Policy DPA7 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p>

<p>necessary mitigation measures</p>	<p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPA7 beyond the response set out in answer to c) above<sup>35</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision.</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites.</li> <li>• Developer direct on-site provision of highway works.</li> <li>• Financial developer contributions towards sustainable transport (TAD).</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Haywards Heath Station.</li> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions.</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of on-site LEAP (400sqm).</li> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of parks and gardens within the vicinity of the site.</li> </ul>
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<sup>35</sup> Changes since Submission will need to be reflected in the main modification to policy DPA7

	<p>Utility Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on site use as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agricultural use.</li> <li>• The site is in control of Fairfax Limited, land acquisition agents and developer, through a promotion agreement.</li> <li>• An outline planning application has been submitted for up to 125 dwellings. The progression of a planning application indicates the developer’s confidence in the deliverability of the site.</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council’s assumptions are realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory</p>	<ul style="list-style-type: none"> <li>• The Council has undertaken its own analysis of local build out rates and lead-in times which have been collated from developments completed between 2014/15 and 2024/25. The average build out rate for developments of between 50 and 99 dwellings is 35 dwellings per annum (dpa). At their peak, annual completions closer to 50 dpa have been achieved.</li> <li>• In terms of lead in times, the average number of years from receipt of a planning application and first completions for developments of between 50 and 99 dwellings is just over two and a half years.</li> <li>• The Council’s trajectory spreads the completions over three years; an average of 27dpa, below the average seen the last ten years. Completions within the Council’s trajectory are anticipated from year 5. The Council considers that these proposed timings are realistic for a development of 60 dwellings.</li> <li>• An outline planning application for 125 dwellings was submitted in January 2026. The Council is aware that the site promoter expects delivery of 125 dwellings within five years from Plan adoption. On the Council’s own analysis, a development of between 100 and 399 dwellings has an average build out rate of 45dpa and an average lead in time of 3.8 years.</li> </ul>

## DPA12: Land west of Kemps, Hurstpierpoint

Settlement:	Submission Yield:	Updated Yield:
Hurstpierpoint	90	N/A
<b>Progress since Submission:</b>		
No planning application has been submitted to date.		
<b>a) Urban design:</b> How good urban design would be created, including good building design, legible layouts, attractive streets and open spaces, active frontages, the integration of sustainable transport and climate change mitigation	<ul style="list-style-type: none"> <li>The requirements for urban design are set out in Policy DPB1: Character and Design, particularly criteria 3-12. Policies DPS1: Climate Change and Policy DPS2: Sustainable Design and Construction also set out requirements for development in relation to climate change mitigation.</li> <li>The development also needs to have regard to the Mid Sussex Design Guide SPD which is intended to inform and guide the quality of design for all development across Mid Sussex District. It sets out a number of design principles to deliver high quality new development that responds appropriately to its context and is inclusive and sustainable.</li> </ul>	
<b>b) Transport:</b> The implications for the wider transport network (including the impact on nearby communities) and how necessary mitigation measures would be delivered	<ul style="list-style-type: none"> <li>Policy DPA12 requires creation of new pedestrian and cycle links to connect to the existing PRow network; retention and enhancement of the existing PRow, Footpath 36Hu, crossing the site; and upgrade the Footpath 37Hu to the south of the site connecting to Western Road to Langton Lane.</li> <li>Section 7 of the Infrastructure Delivery Plan sets out the transport requirements for the site and who these will be delivered by. For ease, see specific transport and sustainable transport requirements and mitigation measures in response to h) below.</li> </ul>	
<b>c) Social and community facilities:</b>	Policy DPA12 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.	

<p>The implications for the impact on, and provision of, social and community facilities (such as schools and health facilities) and how necessary new facilities would be funded and provided</p>	<p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest infrastructure required for DPA12 in relation to Education, Health and Community Facilities<sup>36</sup>:</p> <p><b>Education</b></p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards provision of new Primary and Secondary Education or expansion facilities in the vicinity of proposed development.</li> <li>• Financial developer contributions towards Early Years provision.</li> <li>• Financial developer contributions towards provision of new SEND facilities or expansion of existing facilities.</li> <li>• Financial developer contributions towards Sixth Form provision.</li> </ul> <p><b>Health</b></p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards increasing capacity at existing GP facilities.</li> </ul> <p><b>Community</b></p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards library provision.</li> <li>• Financial developer contributions towards new community buildings or expansion of community buildings in the vicinity of proposed development.</li> <li>• Financial developer contributions towards provision of local community infrastructure.</li> </ul>
<p><b>d) Retail and employment:</b> The implications for access to retail and employment centres</p>	<ul style="list-style-type: none"> <li>• Whilst Policy DPA12 does not require on site provision of retail and employment uses, the site is located less than 1km from the defined village centre of Hurstpierpoint.</li> <li>• There are, however, a number of existing employment sites (Albourne Road, Cuckfield Road and sites in Albourne) which are approximately 1km from the site.</li> <li>• The transport proposals required by the policy, specifically the active travel and sustainable transport connections, will assist in facilitating access to these opportunities.</li> <li>• Hassocks station is also approximately 3km from the site, providing connections to travel to retail and employment opportunities further afield such as Burgess Hill.</li> </ul>

<sup>36</sup> Changes since Submission will need to be reflected in the main modification to policy DPA12

<p><b>e) Appearance and character:</b> The effect on the appearance of the area including the character of the countryside, taking into account any mitigation measures</p>	<ul style="list-style-type: none"> <li>• The site is located within the Low Weald National Character Area (NCA 121). Natural England describes the Low Weald NCA as a ‘broad, low-lying clay vale which largely wraps around the northern, western and southern edges of the High Weald. It is predominantly agricultural, supporting mainly pastoral farming owing to heavy clay soils, with horticulture and some arable on lighter soils in the east, and has many densely wooded areas with a high proportion of ancient woodland’<sup>37</sup>.</li> <li>• Considering the landscape attributes of the Low Weald, there could be opportunities for the site to incorporate measures that would enhance the landscape. This could include restoration of grassland and woodland, woodland and hedgerow restoration and connectivity, river restoration, and access and connectivity improvements to the PROW network.</li> <li>• The site is outside of the built-up area and in the countryside, however, it adjoins an existing settlement. Development of this site will lead to a change in character and it is likely to impact on the characteristics and attributes of the Low Weald landscape. The District Plan policies will provide the framework for development of the site to respond to landscape character and to provide any mitigation measures identified in the evidence submitted at the planning application stage.</li> <li>• Policy DPA12 requires development to provide appropriate landscaping and an appropriate transition between the built development and the wider countryside to the west of the site, including ecological corridors. It also requires development to protect and enhance the streams on the western boundaries and crossing the site.</li> <li>•</li> </ul>
<p><b>f) Wildlife and biodiversity:</b> The protection of wildlife and biodiversity and opportunities for enhancement</p>	<ul style="list-style-type: none"> <li>• Analysis of the consultation draft West Sussex Local Nature Recovery Strategy mapping (November 2025)<sup>38</sup> indicates that this site may have opportunities to create new woodland linking to features adjacent to the site as this will improve habitat connectivity and reduce habitat fragmentation.</li> <li>• The site will be delivered in accordance with the Plan as a whole and Policy DPA12 sets out the key requirements. These include providing ecological corridors and protecting and enhancing the streams.</li> </ul>
<p><b>g) Heritage:</b></p>	<p>Designated heritage assets:</p>

<sup>37</sup> <https://nationalcharacterareas.co.uk/low-weald/>

<sup>38</sup> <https://sussexnaturerecovery.org.uk/>

<p>The protection of heritage assets</p>	<ul style="list-style-type: none"> <li>• There are no listed buildings within the site but there is a listed building adjacent to the west of the site. Policy DPA12 requires the site design and layout to be informed by a Heritage Statement and for proposals to preserve or enhance the setting of the Grade II listed building of Langton Grange.</li> <li>• The Langton Lane Conservation Area is adjacent to the west of the site and the western boundary of the site abuts the Conservation Area. The Hurstpierpoint Conservation Area is to the east of the site. Policy DPA12 requires that development should be informed by a Heritage Statement providing a site design and layout which preserves the setting of the Langton Lane Conservation Area.</li> <li>• There are no Scheduled Ancient Monuments within or close to the site.</li> <li>• There are no Registered Parks and Gardens within or close to the site.</li> </ul> <p><u>Other heritage assets:</u></p> <ul style="list-style-type: none"> <li>• There is one Archaeological Notification Area to the south-west of the site which is also part of the Langton Lane Conservation Area.</li> </ul>
<p><b>h) Infrastructure:</b> The funding and delivery of necessary infrastructure and other necessary mitigation measures</p>	<p>Policy DPA12 sets out the infrastructure requirements expected to be delivered either on-site, off-site or through financial contributions.</p> <p>As a result of the correspondence with infrastructure providers as set out in paragraph 1.9 above, the items listed below reflect the latest other infrastructure required for DPA12 beyond the response set out in answer to c) above<sup>39</sup>:</p> <p>Transport</p> <ul style="list-style-type: none"> <li>• Developer direct on-site provision of sustainable transport measures and provision.</li> <li>• Developer direct on-site provision of local public transport user improvements to be added for medium and smaller sites.</li> <li>• Developer direct on-site provision of highway works.</li> <li>• Financial developer contributions towards sustainable transport (TAD).</li> <li>• Financial developer contributions towards Sayers Common to Hassocks Cycle Route.</li> <li>• Financial developer contributions towards improvements to cycle storage and access at Hassocks Station.</li> </ul>

<sup>39</sup> Changes since Submission will need to be reflected in the main modification to policy DPA12

	<ul style="list-style-type: none"> <li>• Financial developer contributions towards physical capacity and safety interventions at relevant highway junctions.</li> </ul> <p>Emergency Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards expansion of fire and rescue capacity which could be built infrastructure or investment in new technology/equipment at £71 per head.</li> <li>• Financial developer contributions towards Sussex Police personal equipment for officer/staff, vehicles, premises and Automatic Number Plate Recognition cameras.</li> </ul> <p>Open Space, Sport, and Recreation</p> <ul style="list-style-type: none"> <li>• Developer direct provision of on-site LEAP (400sqm).</li> <li>• Developer direct provision of on-site informal outdoor space.</li> <li>• Financial developer contributions towards the expansion/enhancement of outdoor sports within the vicinity of the site.</li> <li>• Financial developer contributions towards the expansion/enhancement of other outdoor provision within the vicinity of the site.</li> </ul> <p>Utility Services</p> <ul style="list-style-type: none"> <li>• Financial developer contributions towards sewerage network upgrades.</li> <li>• Financial developer contributions to improvements and/or expansion of Burgess Hill transfer site/HWRS as necessary at £100 per dwelling.</li> </ul>
<p><b>i) Condition and deliverability:</b> The position regarding the existing condition of the site and its deliverability</p>	<ul style="list-style-type: none"> <li>• The existing on site uses as identified in the Strategic Housing and Economic Land Availability Assessment (SHELAA) are as follows: agricultural use.</li> <li>• In December 2025, the Council was made aware that this site is no longer being represented by a site promoter. The site performed well during the site selection process; therefore, the Council continues to consider it an appropriate and sustainable site for development in principle.</li> </ul>
<p><b>j) Delivery trajectory:</b> Whether the Council's assumptions are</p>	<ul style="list-style-type: none"> <li>• Under the circumstances set out above in point i), the Council has taken a cautious approach and excluded DPA12 from its supply and housing trajectory.</li> </ul>

realistic in respect of densities, start dates, number of suggested outlets and build out rates, and hence the delivery trajectory	<ul style="list-style-type: none"><li>• Should the Inspector conclude that DPA12 should remain an allocation, the Council will reinstate the trajectory informed by its local evidence of build out rates and lead in times, as well as any other developments (i.e. new promoter).</li></ul>
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